

Maxwell

The "Wonder Car"

Demountable Rims

The 1916 Maxwell is equipped with demountable rims, and has the same size tire on all four wheels. Two vitally important features.

To replace a tire on the road it is only necessary to loosen five bolts; slip off the flat tire; slip on spare rim and tire; tighten three bolts, and proceed.

We are waiting to take you for a test ride in the car that has broken all low "First-Cost" records, and is breaking all low "After-Cost" records.

One Man Mohair Top \$655 Electric Starter
Demountable Rims Electric Lights
Rain Vision Windshield Magneto Ignition
F.O.B. DETROIT



"Every Road is a Maxwell Road"

DROWN MOTOR CAR CO.

DOES DARNING PAY.

One Woman Checked Up Her Time and Money and Found Out.

Does darning pay? How long does it pay? Most women are sure that to throw away stockings that have two or three small holes is wasteful of money; also that to darn and darn until there is almost nothing but darns is wasteful of strength. How can we tell where to stop? One woman whose story is told in the Philadelphia North American decided the matter was worth studying into; she would have stockings to darn all her life and she might as well

take the trouble to find out how much mending was worth her time. Probably her figures would not always hold good but her method is worth imitating. This is what she says:

"I pay 80 cents a pair for stockings. One time I took pains to notice how many times a pair would go through the wash without developing holes. I found that it would go through 25 times. Then I had the facts by which I could determine the price of one wearing of a pair of whole stockings—two cents. After the 25th washing I mended the stockings and spent 10 minutes in doing this. After this they went through the wash five times without the development of new holes. Then in 10 times I had secured what I would have had to pay 10 cents for at the store, that is, five wearings of holeless hose. That put a price of 60 cents an hour on my time, and made the mending seem distinctly worth while."

"Then came a second mending, which took 20 minutes, after which the stockings went through the wash only twice without needing more mending. Now I earned in 30 minutes what I could have bought at the store for four cents, which amounted to my selling my time for eight cents an hour. Clearly the moment had come to stop. There is hardly a woman in the world who could not make more than eight cents an hour. Better raise chickens or flowers, or do fine laundry work, which is always in demand."

WEEK OF WARM WEATHER.

Moderate Temperature, Perhaps Rain Friday, Followed by Fair Saturday.

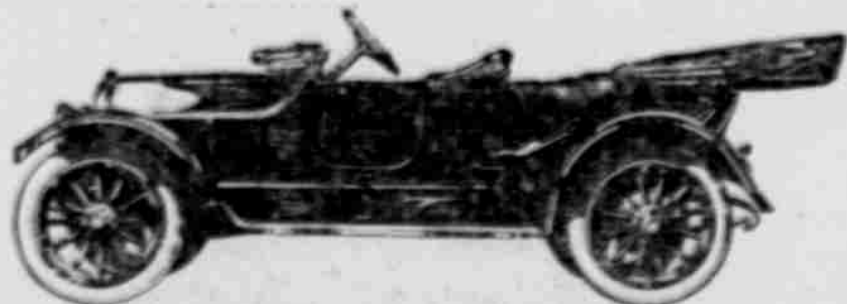
Washington, Oct. 20.—Weather predictions for the week beginning to-day issued by the weather bureau yesterday are:

North Atlantic and middle Atlantic states—Generally fair Wednesday and Thursday, followed by rain Friday and Saturday and by fair weather during latter part of the week. Temperature moderate.



Let this fact be impressed on your mind at the start: There is not now, and never has been, any other car embodying all the advantages of this Willis-Knight.

It improves with use. Better than any poppet-valve motor to begin with, continued use serves only to polish its sliding surfaces and make it even more smooth-running, more powerful, more efficient. All other motors deteriorate with use.



H. F. Cutler & Son

Palace Garage

Telephone 402-3

NO PRIZE COURT APPEAL

Great Britain Is to Take It Up with United States

NO POWER GIVEN TO LORD READING

The Freedom of the Seas Is Not to Be Discussed

London, Oct. 20.—There is no truth, Lord Robert Cecil, parliamentary under secretary for foreign affairs, stated in the House of Commons yesterday afternoon in the report that Lord Reading, head of the Anglo-French financial mission in the United States, had been permitted or authorized to discuss with the United States government the question of appeals from British prize courts to an international tribunal.

Neither was there truth, declared the parliamentary under secretary, in the report that permission and authorization had been given Lord Reading to discuss with the government of the United States the general question of what is called the freedom of the seas.

TO ACQUAINT THE INDIANS WITH BETTERMENT PLANS

Proposal Made That the United States Government Maintain a Regular Bulletin Service Along Newspaper Lines.

Mohawk Lake, N. Y., Oct. 20.—A regular bulletin service, conducted by the government along newspaper lines like the consular trade reports, to keep the Indians and Indian guardians informed of what is being done in their interest, was advocated to-day by John M. Oskison of New York in an address before the Lake Mohawk Conference on the Indian and Other Dependent Peoples.

He said:

"One item of the platform of the Society for American Indians is embodied in this section:

"The present confusion of reservation Indians as to their legal rights is due very largely to their lack of essential information. They have no easy means of knowing what their tribal claims are or the letter of the laws and rulings governing them."

"This information should be commonly available, as also should be a report of the income and disbursements of the tribe through rents, leaseholdings or trust funds."

"To bring the Indians to the position of enlightened citizenship, the Indians must know the details that affect their progress to this point."

"We, therefore, call upon the interior department, through the bureau of Indian affairs, to prepare a set of simple booklets giving digests of the laws governing reservations, and to publish the special rulings of each agency."

"To these should be added the financial accounts, in order that the Indians most affected may be given that confidence in the government's interest that is so necessary for good citizenship."

"Certainly if we believe him capable of taking some part in solving these problems, we ought to let him know the actual laws and Indian office rulings under which he must act."

"Very jealously, and properly, the Indian office has refused to make public the financial conditions of individual Indians. But when it is possible for Indians to be deceived as to the source of money expended for their tribal benefit (believing it to come from the government as a gift when, in fact, it is taken from Indian money), it is time at least to publish fully the facts as to tribal funds."

"I would welcome a regular bulletin service by the bureau of Indian affairs. Let this be issued at regular intervals. Let it be of the character of the excellent consular reports of the department of commerce, gathering up from all the material which comes into the Washington office all suggestions for the betterment of the service."

"Let these regular hints, new items and reports of progress go to as many of the Indians as can read them. Give the intelligent Indians on the reservations a chance to know what is being done in the reservation world. Give them a chance to take the initiative in putting some of the plans into practice."

"I would have this bulletin service prepared, not by any clerk bound by the routine of the office nor by an overworked commissioner, but by a person trained to sift material for the significant and interesting grains and to put this in simple, readable form. I would have a trained newspaper writer to establish and maintain this bulletin service under the direct supervision of, and with the hearty co-operation of, the bureau."

WAS DISMISSED.

Tom Taggart's Case Was Not Pressed in Court.

Indianapolis, Ind., Oct. 20.—The case against Thomas Taggart, Democratic national committeeman for Indiana, who is charged with election conspiracy, was dismissed by Special Judge W. H. Esh, born in criminal court yesterday, on motion of Prosecutor A. J. Ecker.

The cases of the more than 100 other men who were indicted with Taggart and Mayor Joseph E. Bell, were put over to Dec. 1.

Mayor Bell was acquitted by a jury last Wednesday, after a trial lasting more than five weeks.

EAST CALAIS

"Hearts of the Blue Ridge," a four-act comedy-drama, with Frank Mayo in lead, will be given at the North Main street, Friday evening, Oct. 22. Dancing after show. Admission, 50c. Dancing, 25c.

CONTINUES ON NEW HAVEN

Attorney Batts Further Argues for the Government

MAPS TO SHOW ROAD'S EXPANSION

Gives More Details of the Alleged Monopoly

New York, Oct. 20.—Robert L. Batts, attorney for the government in the trial of William Rockefeller and his 10 co-defendants, charged with violating the Sherman law as directors of the New York, New Haven & Hartford railroad, resumed yesterday his uncompleted address to the jury.

Mr. Batts planned to take up more in detail the story of the alleged monopolistic growth of the New Haven, the high spots of which he outlined Monday.

He made use again, to illustrate his remarks, of maps of the New Haven system at various stages of its expansion.

Taking up the acquisition of lines in eastern Connecticut, Mr. Batts charged that lines subsequently called the People's Tramway were taken over in 1903 in order to prevent the proposed construction of a branch line to Long Island Sound.

Other lines in this section also were taken over and all were subsequently combined under the name of the Consolidated Railway company, which itself was finally merged into the New Haven.

One of these lines subsequently taken over was the Hartford system, which Mr. Batts charged, was bought at the excessive price of 285 for the stock and bonds, the latter bearing five per cent interest.

The acquisition of the Rhode Island lines from the late Senator Aldrich and his associates, said the attorney was intended to prevent the building of a contemplated high speed electric line from Boston to Providence, which would compete with the New Haven. This line Mr. Batts explained, could not be built without the consent of the Rhode Island lines, which had exclusive rights in Providence.

Although the properties in question were encumbered with debt and unable to pay a dividend they nevertheless were bought for \$21,000,000, he said, when actually not worth one-tenth of that amount. The sum of \$1,000,000, he said, was put back into the treasury of the property by the sellers, to make it appear that it was a going concern. This \$1,000,000 was used up in less than two years, he added.

Mr. Batts said the Joy Steamship Co. was so harassed by the New Haven that the company realized it could not continue business. In the end, the line was "secretly taken over" by the New Haven corporation. The attorney told how Charles S. Mellen in 1907 vainly tried to get from President Roosevelt assurance that the New Haven would not be prosecuted. Mr. Mellen then advised the sale of the New Haven's steamship lines to Charles W. Morse. The advice was taken. When the American Express company's 109,948 shares of Boston & Maine stock were taken over, the exchange was made share for share, despite the fact that the B. & M. stock was far less valuable. Mr. Batts said the New Haven was secretly acquiring additional stock at the very time the Massachusetts legislature was told that R. & M. holdings had been disposed of. A campaign of education in connection with legislative proceedings at this time cost \$975,000, Mr. Batts asserted, in addition to \$750,000 paid for control of the Boston Herald.

MRS. WILLIAMS' LONG SICKNESS

Yields To Lydia E. Pinkham's Vegetable Compound.

Elkhart, Ind. 1.—"I suffered for fourteen years from organic inflammation, female weakness, pain and irregularities. The pains in my sides were increased by walking or standing on my feet and I had such awful bearing down feelings, was depressed in spirits and became thin and pale with dull, heavy eyes. I had six doctors from whom I received only temporary relief. I decided to give Lydia E. Pinkham's Vegetable Compound a fair trial and also the Sensitive Wash. I have now used the remedies for four months and cannot express my thanks for what they have done for me."

"If these lines will be of any benefit you have my permission to publish them."—Mrs. SARAH WILLIAMS, 455 James Street, Elkhart, Indiana.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotic or harmful drugs, and to-day holds the record of being the most successful remedy for female ailments we know of, and thousands of voluntary testimonials on file in the Pinkham laboratory at Lynn, Mass., seem to prove this fact.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be answered, read and answered by a woman, and held in strict confidence.

Firestone Faith

The Firestone ideas of motor-ing are founded on a belief in the wisdom and common sense of the motorist—and this faith has been justified. Firestone success has proven that the car owner wants safety, comfort and Most Miles per Dollar. He wants the quality that costs less to use.

The Non-Skid lettering is an imprint of safety. You need it always—but particularly at this time of year. It holds the standard for endurance and economy. The letters prevent spin or skid in any direction, they radiate the heat of road friction, insure perfect traction with gasoline economy, car-protection and maximum comfort. Everywhere experienced motorists praise Firestone performance.

The Firestone Tire and Rubber Co.
"America's Largest Exclusive Tire and Rubber Company"
Akron, Ohio
Branches and Dealers Everywhere

Case	Case	Case	Case	Case
Re-tread	Non-Skid	Grey	Red	Tube
30x3	\$ 9.40	\$10.55	\$2.20	\$2.50
30x3 1/2	11.90	13.35	2.60	2.90
32x3 1/2	13.75	15.40	2.70	3.05
34x4	19.90	22.30	3.00	4.40
34x4 1/2	27.30	30.55	4.80	5.40
36x4 1/2	28.70	32.15	5.00	5.65
37x5	35.55	39.80	5.05	6.70
38x5 1/2	46.00	51.50	6.75	7.55

Firestone NON-SKID TIRES

Six Killed in Wreck. Oklahoma City, Okla., Oct. 20.—Six persons are dead, two fatally injured and about eight others badly hurt as the result of a head-on collision near here yesterday between Chicago, Rock Island & Pacific southbound train No. 11, and a northbound freight train 12 miles south of Chickasha.

THE STANDARDIZED COLE 8

Endorsed By Public Confidence

Public confidence endorses the multiple cylinder motor. It is now a requirement of automobile buyers who place efficiency and quality first. The remarkable performance of the Cole Eight under difficult conditions has placed it in the very front rank of cars of this accepted type.

A demonstration of the Cole Eight will show you the great power of its multiple cylinder motor—its ease of control, its flexibility, its mastery of the hills, the rutted roads or sandy stretches. It insures quick pick-up from the slowest pace to more than sixty miles an hour, without changing gears. You'll experience new motoring comfort and confidence in the Cole Eight, and a feeling of absolute safety.

Character marks Cole Eight construction. It includes the convenient instrument board, silent helical gears, the Cole direct spring drive, aisleway front seats, and out-of-the-way auxiliary seats. It carries seven adult passengers in comfort.

\$1785 f. o. b. factory

COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.
Builders of the Standardized Car

A Demonstration on Request.

LANE MANUFACTURING COMPANY

DISTRIBUTORS

MONTPELIER, VERMONT